

APPENDIX A
PUBLIC COMMENTS

Klausmeier, James

From: SSMITH@indot.state.in.us
Sent: Tuesday, March 23, 2004 4:06 PM
To: ksmiller24@yahoo.com
Cc: JKlausmeier@ekmail.com; lmiser@hntb.com
Subject: RE: Indiana 36 Study

Thank you for your comments. I will forward them to our consultant team studying US36 in Danville. We have several efforts underway in INDOT planning studies in the Danville area. We do have a study on SR39 to improve the north-south connection in the Danville area which is being coordinated with the US36 study. In a longer range note we are looking at what you suggest as the development of a north-south roadway outside of I-465 which would provide the connections you noted of I-74, US36 and I-70. This study is called the Central Indiana Suburban Transportation and Mobility Study (CISTMS) Lori Miser at 317-636-4682 is our project manager. We have some information on this study (which will be updated soon) on the INDOT web site at: http://www.in.gov/dot/div/planning/Mobility_Study.pdf As noted on the US36 Danville web page at--- <http://www.in.gov/dot/projects/us36/> we are at the stage of the study to screen the alternatives. We anticipate having a public information meeting in Danville on this late spring or early summer.

-----Original Message-----

From: Kenneth Miller [mailto:ksmiller24@yahoo.com]
Sent: Monday, March 22, 2004 8:58 PM
To: ssmith@indot.state.in.us
Subject: Indiana 36 Study

Mr. /Ms. Smith,

In regards to the U.S. 36 study I most certainly agree with the preliminary findings concerning increasing congestion on 36/Rockville road, 39, Danville, and this is inclusive of Avon, Indiana's additional impediment to our traffic flow.

I moved to the Heritage Lake community in 2002. At that time the west side was immensely developed with Danville not truly developed as Avon, but certainly an obstacle for our egress from Indianapolis to Heritage Lake. The commute to Indy is beginning to be un-acceptable and the level of traffic regardless of the time of day is presently un-manageable. Since my move, as you are aware there has been a rapid increase in single family home and business development from the west side of Indy to the west side of Danville along Rockville road/U.S. 36 traffic congestion during the commuting/business hours has become almost intolerable.

Danville/US 36 in particular has become a bottleneck that is not only time consuming but dangerous in my opinion concerning the local business traffic, terrain, road conditions and the two schools located on both the east and west ends of Danville.

Anything that can be done to alleviate this problem would be appreciated especially by our Heritage lake community. While we are not Hendricks county residents we are the second largest tax base community in Putnam county and still growing. A majority of our residents commute to Indianapolis for work, shopping, and entertainment. Our roads in and around Heritage lake and the access roads to U.S. 36 and U.S. 40 are nothing more than country roads that are over taxed and inadequate. In reference to our roads, we are still dealing with single lane bridges on most roads into the community as well as some gravel roads. When you add this to the U.S. 36/Rockville road as well as highway 39 the situation it becomes clear any future development along these corridors become questionable at best, and will likely depreciate our home value. We have become another Greenwood, Martinsville, Lawrence, Brownsburg, Fishers, and Carmel traffic nightmare.

Have you given any consideration into the possibility of turning 39 into a 465 relief corridor tying 65, 74,

and 70 together preferably west of Danville? This I believe would make commutes easier and fix several traffic problems concerning 465 and the other highways mentioned. I know IN-DOT is looking into a bypass somewhere around Raceway road which to me doesn't make much sense since its location is only about 5 miles west of 465 and only increase congestion on the near West side. If you look at other cities, i.e. Cincinnati, Atlanta, you will see that an inner and outer bypass strategy was utilized to prevent inner city congestions.

I know the Heritage Lake community and residents West of Danville would appreciate and support any changes that would alleviate the traffic congestion as soon as possible. If there's anything I or our community can do to promote these changes please let me know. You have my full and unwavering support...

Thanks,

Kenneth Miller
60 Mill Springs
Coatesville, IN 46121

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Klausmeier, James

From: Cathy Lucas [clucas_7063@yahoo.com]
Sent: Sunday, August 01, 2004 12:34 AM
To: ssmith@indot.state.in.us; jklausmeier@ekmail.com
Subject: U.S. 36 Corridor/NEPA Study

Dear Sirs,

I am writing this as Danville resident and a local realtor, therefore I am very interested in the US 36 project. The only draw back to these improvements is they can't be completed fast enough. My biggest concern, besides the amount of traffic, is the type of traffic. There are too many tanker and semi trucks that are hauling hazardous materials that pass our home daily. We have recently had and overturned tanker at Main & N. 39 that spilled anhydrous ammonia. About 10 square blocks of town had to be evacuated. Our fire department isn't equipped or staffed to handle these kinds of incidents. This is so disturbing. These types of tanker trucks aren't even allowed to go through Indianapolis via I-70. If they must use an alternative route around an urban area that is primarily non-residential, why then can they use a local 2 lane street that cuts right through a heavily populated, historic district. We deal with not only the threat of potential Haz-Mat incidence, but also the noise, dust and traffic flow (or lack of it). I can't let my children ride their bikes on the sidewalk because Main Street is way too dangerous.

I wasn't able to attend the recent town meetings, but have viewed in depth the presentation on the web site. I am very excited about the long term goals of a "by-pass" around Danville but I would also like to see some short term solutions as well. Especially for the tanker & semi traffic.

It appears that in the long run the North-Railroad Corridor would be the best route. The South-Railroad plan is a close second. I don't think any of the other plans are very feasible.

My sincere thanks for all your work on this matter. I look forward to seeing this project move as quickly as possible, and am willing to do what I can to help.

Cathy & Carl Lucas
368 W. Main St
Danville, IN 46122
317-745-5619

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Klausmeier, James

From: Cathy Lucas [clucas_7063@yahoo.com]
Sent: Monday, August 02, 2004 5:48 PM
To: Klausmeier, James
Subject: RE: U.S. 36 Corridor/NEPA Study

What is the best way to keep INDOT informed of our interest ? I'm willing to do whatever I can. Also, what is the next step, and what is being done to overcome the financial and environmental issues? When is there going to be another meeting?

Thanks for your response,
Cathy

"Klausmeier, James" <JKlausmeier@ekmail.com> wrote:

Mr. & Mrs. Lucas:

Thank you, for your thoughtful comments. Your observations about the amounts of truck traffic are supported by data. It is my understanding that INDOT cannot restrict truck traffic along State and US Routes which together provide a regional and statewide network serving commerce. If, however, a "bypass" were to be constructed around Danville, then the existing route through the community would be relinquished to the Town which then could restrict truck traffic. I don't believe that I made that point at the public meeting.

Hazardous materials are also being transported by rail along the south edge of Town. That is another reason that the railroad corridors are attractive for possible roadway "bypass" alignments, keeping the hazard risk confined along a single corridor away from the expanding residential areas to the north. The truck accident to which you referred emphasizes the importance of having another way to cross the Creek. Any accident in Town, particularly on the hill near Ellis Park, would essentially sever the access to the Hospital. And it would isolate the fire station that is located along Twin Bridges Road.

As to the schedule, there are two issues to surmount: environmental and financial. Each will require time to resolve. Please keep INDOT informed of your interest.

James P. Klausmeier, P.E.
Vice President
Edwards & Kelcey
222 East Ohio Street, Suite 400
Indianapolis, IN 46204

-----Original Message-----

From: Cathy Lucas [mailto:clucas_7063@yahoo.com]
Sent: Sunday, August 01, 2004 12:34 AM
To: ssmith@indot.state.in.us; jklausmeier@ekmail.com
Subject: U.S. 36 Corridor/NEPA Study

Dear Sirs,
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improvements is they can't be completed fast enough. My biggest concern, besides the amount of traffic, is the type of traffic. There are too many tanker and semi trucks that are hauling hazardous materials that pass our home daily. We have recently had an overturned tanker at Main & N. 39 that spilled anhydrous ammonia. About 10 square blocks of town had to be evacuated. Our fire department isn't equipped or staffed to handle these kinds of incidents. This is so disturbing. These types of tanker trucks aren't even allowed to go through Indianapolis via I-70. If they must use an alternative route around an urban area that is primarily non-residential, why then can they use a local 2 lane street that cuts right through a heavily populated, historic district. We deal with not only the threat of potential Haz-Mat incidence, but also the noise, dust and traffic flow (or lack of it). I can't let my children ride their bikes on the sidewalk because Main Street is way too dangerous.

I wasn't able to attend the recent town meetings, but have viewed in depth the presentation on the web site. I am very excited about the long term goals of a "by-pass" around Danville but I would also like to see some short term solutions as well. Especially for the tanker & semi traffic.

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My sincere thanks for all your work on this matter. I look forward to seeing this project move as quickly as possible, and am willing to do what I can to help.

Cathy & Carl Lucas
368 W. Main St
Danville, IN 46122
317-745-5619

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Klausmeier, James

From: SSMITH@indot.state.in.us
Sent: Tuesday, September 14, 2004 5:38 PM
To: JKlausmeier@ekmail.com; DBUCK@indot.state.in.us
Subject: FW: U.S. 36 Corridor/NEPA Study

Jim ---please include in the project file---at the end of the study we would like for the emails to be included on the CD-ROM

-----Original Message-----

From: Mike Neilson [mailto:mneilson@danville.k12.in.us]
Sent: Monday, September 13, 2004 3:18 PM
To: ssmith@indot.state.in.us
Subject: U.S. 36 Corridor/NEPA Study

I would like to thank INDOT for the presentaton in July on a possible corridor improvement around the town of Danville.

As a member of the council and the current president, I support the route that is just south of the railroad tracks. The study has shown that this is one of two alternatives that are most feasible. Since this route would not displace any businesses or homes, it is the best solution for Danville.

In addition, Mr. Lee Comer made suggestions that if the bypass was extended to the east, an overpass or tunnel might not be needed to cross the railroad tracks. This would further benefit the town in that the eastern edge of the pypass would occur in an area the town would like to develop commercially.

Thank you for your cooperation and I look forward to the next step in this process.

Sincerely,

Mike E. Neilson

Danville Town Council President

Klausmeier, James

From: SSMITH@indot.state.in.us
Sent: Tuesday, March 09, 2004 9:23 AM
To: wjc60@yahoo.com
Cc: JKlausmeier@ekmail.com; lmiser@hntb.com; DBUTTS@indot.state.in.us
Subject: RE: U.S. 36 Study/Project

Thank you for your comments. I will forward them to our consultant team studying US36 in Danville. We have several efforts underway in INDOT planning studies in the Danville area. We do have a study on SR39 to improve the north-south connection in the Danville area which is being coordinated with the US36 study. In a longer range note we are looking at what you suggest as the development of a north-south roadway outside of I-465 which would provide the connections you noted of I-74, US36 and I-70. This study is called the Central Indiana Suburban Transportation and Mobility Study (CISTMS) Lori Miser at 317-636-4682 is our project manager. We have some information on this study (which will be updated soon) on the INDOT web site at: http://www.in.gov/dot/projects/pdfs/mobility_study_art1.pdf As noted on the US36 Danville web page at--- <http://www.in.gov/dot/projects/us36/> we are at the stage of the study to screen the alternatives. We anticipate having a public information meeting in Danville on this late spring or early summer.

-----Original Message-----

From: Bill Cahill [mailto:wjc60@yahoo.com]
Sent: Tuesday, March 09, 2004 9:13 AM
To: ssmith@indot.state.in.us
Cc: Ken Miller; KEN MILLER
Subject: U.S. 36 Study/Project

Mr./Ms.? Smith,

In regards to the U.S. 36 study I couldn't agree more with the preliminary findings concerning increasing congestion on 36/Rockville road, 39, Danville, and I would include Avon's rapid development as an additional impediment to traffic.

I moved to the Heritage Lake community in 1993. At that time the west side was relatively undeveloped with the exceptions of Danville and two intersections in Avon. The commute to Indy at that time was acceptable and the level of traffic regardless of the time of day was manageable. Since then, as you are aware there has been a rapid increase in single family home and business development from the west side of Indy to the west side of Danville along Rockville road/U.S. 36. As a result, no fewer than a dozen traffic lights have been installed and the increase in traffic congestion during the commuting/business hours has become almost intolerable.

Danville in particular has become a bottleneck that is not only time consuming but dangerous in my opinion concerning the local business traffic, terrain, road conditions and the two schools located on both the east and west ends of Danville.

Anything that can be done to alleviate this problem would be appreciated especially by the Heritage lake community. While we are not Hendricks county residents we are the second largest tax base community in Putnam county and are growing. A majority of our residents commute to Indianapolis for work, shopping, and entertainment. Our roads in and around Heritage lake and the access roads to U.S. 36 and U.S. 40 are nothing more than country roads that are over taxed and are inadequate. As an example, we are still dealing with single lane bridges on most roads into

the community as well as some gravel roads. When you add this to the U.S. 36/Rockville road as well as 39 the situation it becomes clear any future development along these corridors become questionable at best. We have become another Greenwood, Martinsville, Lawrence, Brownsburg, Fishers, and Carmel traffic nightmare.

Has any consideration been made into the possibility of turning 39 into a 465 relief corridor tying 65, 74, and 70 together preferably west of Danville? This I believe would make commutes easier and fix several traffic problems concerning 465 and the other highways mentioned. I know IN-DOT is looking into a bypass somewhere around Raceway road which to me doesn't make much sense since its location is only about 5 miles west of 465 which would only increase congestion on the near West side.

While I've drifted somewhat from the subject, I know the Heritage Lake community and residents West of Danville would appreciate and support any changes that would alleviate the traffic congestion as soon as possible. If there's anything I or our community can do to promote these changes let me know. You have my full and unwavering support...

Thanks,

Bill Cahill
5092 N CR 700E
Coatesville, IN 46121

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Klausmeier, James

From: Karen Helser [kjhelser@juno.com]
Sent: Thursday, July 24, 2003 1:48 AM
To: jklausmeier@ekmail.com
Cc: kjhelser@juno.com
Subject: US 36 at/through Danville

Dear Mr. Klausmeier:

I want to provide you comments on your study about the traffic situation at Danville. Years ago when the eastern part of US 36 in the county was rerouted and expanded, the people of Danville wanted nothing to do with it, because they wanted the traffic to go through town so the people could stop and shop. Well they got the traffic, but there are no stores for people to shop.

Danville has two things: (1) county government and (2) lawyers. Also, historically the town has been very self-centered.

Another aspect/point of information is the Heritage Lake Development west of Danville on US 36 at Groveland. It is a private 400 acre lake with 1500 to 1800 homesites. About 500 houses have been built since about 1970. In addition, about 50 to 75 houses are built a year.

As a lot owner at Heritage Lake, I wish the through Danville problem was solved. It would be nice to pull the boat through Danville without the 30 minute delay. The problem is not just large trucks, but RVs, campers and boats for Heritage and Racoon Lakes.

I have talked to Hursel Disney, a personal friend and County Commissioner, about this problem. All he will say is that it is a "town problem". Well, it is not!

Plase contact me, if you have any questions.

Gerald Helser
1728 Ramsey Lane
Plainfield, IN 46168
317-839-7265
kjhelser@juno.com

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U.S.36
Corridor/NEPA Study
Public Information Meeting
July 27, 2004, 7:00 p.m.
Danville Indiana Town Hall

Please send your comments or questions regarding the U.S. 36 Corridor/ NEPA Study to:

James P. Klausmeier, P.E.
Edwards and Kelcey
222 East Ohio St., Suite 400
Indianapolis, IN 46204

email: jklausmeier@ekmail.com

1. How close would the N+S R.R. corridor come to the
Existing center of 200 W + 36?

2. How long to Finish Project. Would it begin at
Both ends at same time?

3. IF it comes close to houses on 200 W. would
there be A mound of trees to help with
sound?

4. I moved here for the country living. I
don't want to live on a 4 Lane Rd.
I hope this does not hurt the sale of
my Home.

A

Gene & Mary Autry
88 S. County Rd. 200 W
Danville, IN 46122-9106



MARY CASSATT USA 37

James P. Klausmeier, P.E.
Edwards and Kelcey
222 East Ohio St. Suite 400
Indpls, IN 46204

Klausmeier, James

From: NicholsonMRobert@aol.com
Sent: Thursday, August 05, 2004 9:19 AM
To: jklausmeier@ekmail.com
Subject: US 36 Corridor Danville/Hendricks County

What is the date for the State Highway Meeting where this project will be discussed that you mentioned at the July 27th meeting?

My wife and I own the property East of Mackey Road and just South of the RR where the South RR Alternative shows the new road proposal looping to the South and then back to the North to cross the RR. How can I get more details of the exact location and amount of acreage this entails?

Thanks

Robert M Nicholson
1162 S St Rd 39
Danville, In 46122
317-745-7042 Home
317-431-1854 Cell

Klausmeier, James

From: NicholsonMRobert@aol.com
Sent: Tuesday, August 10, 2004 7:58 PM
To: JKlausmeier@ekmail.com; SSMITH@indot.state.us
Cc: RCLARK@indot.state.in.us
Subject: Re: US 36 Corridor Danville/Hendricks County

Can you tell me during which of the afternoon and evening sessions will the US 36 Corridor Danville be discussed?

Thanks

Klausmeier, James

From: dennis.cooke@gm.com
Sent: Wednesday, August 11, 2004 12:04 PM
To: jklausmeier@ekmail.com
Subject: US 36 CORRIDOR STUDY DANVILLE/HENDRICKS COUNTY

The study to evaluate alternatives for a Danville bypass has two alternatives that affect my property. Please respond to the following questions:

1. What is the likelihood of one of these alternatives occurring?
2. What is the likelihood of the north rr or the south rr alignment options being picked?
3. When would construction likely start and finish?
4. What would be the sequence of events and when/how would I be informed?

I have all the information from the website and it did not answer any of the questions. Another question I would like answered is a bypass around Avon. The situation through Avon is far worse than Danville and is getting even worse. Are there any plans for solving the congestion in Avon? Would this be a higher priority than Danville or would they be handled independently?

Thank you for any information you can give me on this subject.

Klausmeier, James

From: SSMITH@indot.state.in.us
Sent: Wednesday, August 11, 2004 9:18 AM
To: NicholsonMRobert@aol.com
Cc: DBUCK@indot.state.in.us; jweaver@indot.state.in.us
Subject: RE: US 36 Corridor Danville/Hendricks County

We will be having the Crawfordsville District Meetings for INDOT projects in the entire 15 county region on Tuesday, August 17th at the District Office in Crawfordsville, 41 West CR 300N on the west side of US 231 just north of the interchange with I-74. Afternoon meeting from 2:30 PM to 4:00 PM and a evening meeting from 5:30 PM to 7:00 PM. We will not have a special presentation on the US36 study at this meeting. It will only be one of several projects discussed. However, we have additional information on the Danville US36 study at our web site at <http://www.in.gov/dot/projects/us36/>. Also if you have questions please contact our consultant Jim Klausmeier at Edwards and Kelcey at (317) 636-1552 or JKlausmeier@ekmail.com.

-----Original Message-----

From: NicholsonMRobert@aol.com [mailto:NicholsonMRobert@aol.com]
Sent: Tuesday, August 10, 2004 8:05 PM
To: SSMITH@indot.state.in.us
Subject: Re: US 36 Corridor Danville/Hendricks County

Which session will this be discussed?

Thanks

Klausmeier, James

From: NicholsonMRobert@aol.com
Sent: Thursday, August 12, 2004 9:25 PM
To: JKlausmeier@ekmail.com
Subject: Fwd: US 36 Corridor Danville/Hendricks County

Sorry, but I guess I don't understand.

I was presuming the US 36 project in Danville will be discussed at the Crawfordsville District Meeting on Tuesday. If so, are the afternoon and evening meetings the same or are different projects discussed in each session? Which session would US 36 be discussed in and will there be discussion on State Road 39 realignment?

Thanks for your help!

Klausmeier, James

From: Curmugeon2@aol.com
Sent: Tuesday, July 27, 2004 8:51 PM
To: jklausmeier@ekmail.com
Subject: US 36 Corridor Study

I was at the Danville meeting tonight, and thought your study was well done. Since completion is 8-10 years away, I feel that the 2 railroad alternatives should be planned for 6 lanes, instead of 4. Even if it's not possible to construct 6 lanes immediately, the right of way and bridge construction would be cheaper than going back in a few years and starting the process again.

Thanks,
Neil Denton

Klausmeier, James

From: Terry Myers [hlpoa@ccrtc.com]
Sent: Tuesday, August 03, 2004 11:45 AM
To: jklausmeier@ekmail.com
Subject: US 36 corridor study

Dear Mr. Klausmeier:

I hope you will recommend the South RR Alternative to the state. I want to tell you right up front that my residence will be directly affected by a North RR Alternative. I hope you will look at the following ideas and give them consideration. I am the former Supt. of Public Works of Danville and know the areas in question pretty well.

1. The pipeline closest to downtown Danville is not marked properly on your map. It runs north of the railroad to near Cartersburg road. It is an 8" high pressure line. I live at 940 E. Broadway and it runs just on the southside of the Cinergy Powerline easement.
2. Using the South RR Alternative would utilize the RR as a sound barrier for traffic noise into the towns residential areas.
3. There are two historical sites near or on the North RR Alternative. There is also a 150 year old house at the west end of your North and South RR Alternatives. I would suggest you lengthen to the west. The South Alternative option on the west end of the project would work for all three projects.
4. The Potential payback in economic growth of the South RR Alternative would be from Cartersburg Road westward. The State would stand to gain more revenue long term especially with commercial development along both sides of this corridor.
5. If you look out over the next 25 to 50 years the South Alternative would make the most sense. Danville would no longer be landlocked by the railroad and growth potential would be unlimited. Over time more and more people would use this route especially if it were limited access.
6. Moving the East end of the North and South RR Alternative would lend itself to a bridge instead of a tunnel and it is undeveloped ground.

I hope you will review these possibilities before you make a recommendation to the state. If I can be of any assistance please contact me.

Terry Myers

.....
July 29, 2004

Dear Sir or Madam,

I want to thank the State and City for having this open forum and exchange of information and ideas.

Over the years I have given this issue a lot of thought and study. Driven many routes and flown over the area to better understand options available. Danville is the hourglass bottle neck of Hendricks Co. Traffic is killing the fine town of Danville, closing business, lowering home values and endangering the safety of our children.

First, we need to move SR 39 south of 36, to Mackie Rd. transferring this traffic out of the downtown area to the west side and to a controlled intersection.

Second, a blend line for west bound traffic from old 36 on to new 36. A right turn lane off of Twin Bridges road to new 36 east.

Third, complete 200 North from 300 East to SR 236. This will allow people in the north half of Danville access to their homes and allow traffic going to North Salem, Rochdale and etc. an alternate route.

Fourth, my idea would be to build a two lane road south of the CSX tracks between Cartersburg Rd. and Mackie Rd. (now SR-39). This may even be built with a bond issue for Center Twp. With these two lanes (school buses could go from the Jr. High to Sr. High) plus with 200 North open we would have rapid relief from traffic.

Fifth, the state would progress with the completion of the other two lanes, the east and west ends connecting US-36 and the two CXS overpasses.

I feel this would give us the most expeditious relief and a long-term cure for our traffic and safety issues. Allowing Danville businesses to once again prosper and value to return to our downtown area and homes.

Sincerely,

Warren Sherman

.....

Klausmeier, James

From: ANTHONY STEINMETZ [tsteinmetz@prodigy.net]
Sent: Wednesday, July 28, 2004 1:40 PM
To: jklausmeier@ekmail.com
Cc: tsteinmetz@prodigy.net
Subject: Comments on US 36 Corridor Study - Danville IN

Here are my comments concerning the presentation on July 27th:

1. I agree that of the alternatives shown, the best appear to be the North RR or the South RR routes.
2. Interim Step - Construct a section of the North RR route from East US 36 to SR39 and/or Lincoln Street. This would meet many of the objectives and provide some relief for the downtown area.
3. Any US36 improvement plan should be integrated with a solution for SR39, with an objective of also bypassing SR39 traffic around downtown Danville.
4. Any solution should be designed for a smooth flow of traffic by minimizing stop lights, both existing and future. Designs and solutions that require stop lights waste time, increase gas useage, cause more accidents, increase congestion, and increase pollution (putting us on the EPAs "bad" list), and these detriments continue on forever.

Tony Steinmetz
2417 W. CR 50 S.
Danville, IN 46122

APPENDIX B
AGENCY COMMENTS



Transportation
Communications
Building Technologies
Site and Facility Design

June 30, 2004

Mr. Steve Smith
Systems Planning Coordinator
Indiana Department of Transportation
200 N. Senate Avenue, Room N901
Indianapolis, IN 46204

RE: U.S. 36 Corridor / NEPA Study

Dear Mr. Smith:

Here are ten (10) copies of the revised Draft (dated June 25, 2004) of the Description and Comparison of Alternatives. This draft differs from the previous one with only the addition of a footnote on page 4 in response to a reviewer's comment. These reports may be distributed to your Project Management Team.

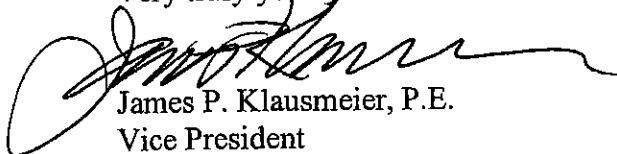
Other copies of this same report have been sent to the Project Advisory Committee members and to the various resource agencies (list attached).

Meetings have been scheduled as follows:

Tuesday	July 27	10:00 AM	N955 SOB	Project Mgmt Team
Tuesday	July 27	2:00 PM	Danville Town Hall	Project Advisory Committee
Tuesday	July 27	7:00 PM	Danville Town Hall	Public Information
Wednesday	July 28	10:00 AM	Danville Town Hall	Resource Agencies

Let me know of anything else you need.

Very truly yours,



James P. Klausmeier, P.E.
Vice President

JPK:jj

Enclosures

222 E. Ohio Street
Suite 400
Indianapolis, Indiana 46204-2156

Voice 317.636.1552
Fax 317.636.1345
www.ekcorp.com

THE FOLLOWING RESOURCE AGENCIES
EACH RECEIVED A PERSONAL LETTER:

Mr. Scott Pruitt
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 47403-2121

Mr. Jim Keefer, Manager
INDOT, Intermodal Trans. Div.
Rm. N901, IGC North
100 North Senate Avenue
Indianapolis, IN 46204

Ms. Christie Kiefer, Environmental
Coord., RmW273
Indiana Dept. of Nat. Resources
402 West Washington St.
Indianapolis, IN 46204

Mr. Les Weigum, Chief
Environmental Analysis Branch
Dept. of the Army, Detroit District
P. O. Box 1027
Detroit, Michigan 48231-1027

Mr. Gary Eakin
Danville Town Manager
147 W. Main Street
Danville, IN 46122

Mr. John Ayres
Hendricks County Engineer
355 S. Washington St., Rm. 209
Danville, IN 46122

Ms. Mary Benson, Chair
Hendricks Cty. Planning Committee
10661 E. CR700 South
Camby, IN 46113

Mr. Jon Cain, County Agent
Hendricks Cty Agricultural Ext. Service
P. O. Box 7C
Danville, IN 46122

Mr. Harold Gutzwiller, Exec. Dir.
Hendricks Cty Economic Dev.
5201 E. Hwy 36, Suite 501
Avon, IN 46123

Ms. Susie Friend, Coordinator
United Way of Central Indiana
P. O. Box 791
Danville, IN 46122

Ms. Jane Hardisty
Natural Resources Conservation
6013 Lakeside Blvd.
Indianapolis, IN 46278

Ernest Quintana
Regional Dir. Nat'l Park Service
U.S. Dept. of Interior
1709 Jackson Street
Omaha, Nebraska 68102

Ms. Lori Kaplan, Commissioner
Indiana Dept. of Environ. Mgmt.
100 N. Senate Ave., Rm. N1301
Indianapolis, IN 46204

Mr. Doug Shelton
Dept. of Army, Louisville Distr.
P. O. Box 59
Louisville, KY 40201-0059

Ms. Laura Qualitza
Danville Town Planner
147 W. Main Street
Danville, IN 46122

Mr. Terry Jones
Hendricks County Planning Dir.
355 S. Washington St., Rm 212
Danville, IN 46122

Mr. Loris Thompson, Pres.
Danville Plan Commission
1030 W. Main St.
Danville, IN 46122

Dr. John McKinney, Supt.
Danville Community Schools
200 Westview Dr.
Danville, IN 46122

Mr. Dennis Dawes, CEO
Hendricks Community Hospital
1000 E. Main Street
Danville, IN 46122

Mr. Allen Parsons, President
Danville Park Board
148 S. Wayne Street
Danville, IN 46122

Ms. Hasenmueller, Head
Environmental Geology Section
Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405

Federal Highway Administration
Rm. 254, Federal Office Bldg.
575 North Pennsylvania St.
Indianapolis, IN 46204

Mr. Eugene Goldfarb, Environ. Officer
US Dept. of Housing and Urban Dev.
Community Planning and Dev., 5ADE
77 West Jackson Boulevard
Chicago, IL 60604

THE FOLLOWING PROJECT ADVISORY
COMMITTEE MEMBERS EACH RECEIVED A
LETTER:

Mr. Rob Roberts
Supt. Public Works
147 W. Main Street
Danville, IN 46122

Ms. Sandy Teer, Exec. Dir.
Danville Chamber of Commerce
P. O. Box 273
Danville, IN 46122

Mr. Scott Perkins, Pres.
Hendricks County Heritage Alliance
312 N. Jefferson St.
Danville, IN 46122

Mr. Jim Davis, P.E.
Waste Management
P. O. Box 9
Danville, IN 46122

Mr. Lee Comer
71 W. Marion Street
Danville, IN 46122

Mr. Joe Neher
72 W. Main Street
Danville, IN 46122



Transportation
Communications
Building Technologies
Site and Facility Design

June 29, 2004

Mr. Doug Shelton
Dept. of the Army, Corps of Engineers
Attn: OR-F (Shelton)
P. O. Box 59
Louisville, KY 40201-0059

RE: U.S.36 NEPA/Corridor Study

Dear Mr. Shelton:

Our firm was engaged by the Indiana Department of Transportation (INDOT) to conduct a study of the U.S.36 Corridor in the Danville area and to evaluate various alternatives for improving traffic service.


Previously, a Statement of Purpose and Need was completed and discussed at meetings in Danville last year. Now, the enclosed Description and Comparison of Alternatives has been completed and will be presented and discussed on the following three occasions in the Danville Town Hall, 147 West Main St.:

1. Tuesday, July 27 at 2:00 PM
The Project Advisory Committee will be briefed and the input of its members will be heard.
2. Tuesday, July 27 at 7:00 PM
The general public will be invited to attend an informational meeting.
3. Wednesday, July 28 at 10:00 AM
Resource agencies which have an interest in the project will meet to discuss it and to tour the corridor. You or your representative is invited to that meeting.

Maps that depict alternatives will be on display at both meetings along with the factors that were considered in evaluating them.

Please review the enclosed document prior to the meeting. I look forward to seeing you there and discussing the project.

Very truly yours,


James P. Klausmeier, P.E.
Vice President

JPK:jj

Enclosure

222 E. Ohio Street
Suite 400
Indianapolis, Indiana 46204-2156

Voice 317.636.1552
Fax 317.636.1345
www.ekcorp.com



Transportation
Communications
Building Technologies
Site and Facility Design

June 29, 2004

Project Advisory Committee
U.S.36 NEPA/Corridor Study

Dear Committee Member:

Our firm was engaged by the Indiana Department of Transportation (INDOT) to conduct a study of the U.S.36 Corridor in the Danville area and to evaluate various alternatives for improving traffic service.

Previously, a Statement of Purpose and Need was completed and discussed at meetings in Danville last year. Now, the enclosed Description and Comparison of Alternatives has been completed and will be presented and discussed on the following two occasions in the Danville Town Hall, 147 West Main Street:

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Very truly yours,



James P. Klausmeier, P.E.
Vice President

JPK:jj

Enclosure

222 E. Ohio Street
Suite 400
Indianapolis, Indiana 46204-2156

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5

77 WEST JACKSON BOULEVARD
CHICAGO, ILLINOIS 60604-3590

OFFICE OF STRATEGIC ENVIRONMENTAL ANALYSIS FAX COVER SHEET
MAIL CODE: 8-19J
FAX NUMBER: (312) 353-5374

TO: TONY DESIMONE, PROJECT MANAGER, FHWA

PHONE: (312) 226-5307 FAX: (312) 226-⁷³⁴¹~~7007~~

FROM: VIRGINIA LAZZARINI, OSEA, EFED

PHONE: (312) 886-7501 FAX: _____

DATE: _____ NO. OF PAGES: _____

COMMENTS: EPA COMMENTS ON US 36 (DANVILLE)

EA/CORRIDOR STUDY - DRAFT DESCRIPTION

AND COMPARISON OF ALTERNATIVES

DOCUMENT.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 5
77 WEST JACKSON BOULEVARD
CHICAGO, IL 60604-3590

OCT 14 2004

REPLY TO THE ATTENTION OF

B-19J

Tony DeSimone, Project Manager
Federal Highway Administration, Indiana Division
Room 254, Federal Office Building
575 North Pennsylvania Street
Indianapolis, Indiana 46204

Re: EPA Comments on the *DRAFT Description and Comparison of Alternatives, U.S. 36 Corridor / NEPA Study*, dated June 25, 2004 (Danville, Hendricks County, IN).

Dear Mr. DeSimone:

The United States Environmental Protection Agency, Region 5 (EPA) received the above referenced draft document on August 14, 2004. We understand that this draft document was prepared for the U.S. 36 (Danville) Environmental Assessment (EA)/Corridor Study under the Federal Highway Administration - Indiana Division (FHWA) / Indiana Department of Transportation (INDOT) Streamlined EIS Procedures, dated July 6, 2001.

Due to scheduling conflicts, EPA was unable to attend the July 28, 2004, Inter-agency Coordination Meeting to discuss the draft document because we did not receive notice of the meeting until July 26, 2004. We understand that INDOT and FHWA would like to conclude this FHWA/INDOT U.S. 36 Streamlined Corridor/EA Study and is asking us for our review and comments on the information in the draft document. EPA has reviewed the draft document and additional information found on INDOT's U.S. 36 website (specifically the presentation given for the July 27, 2004, Public Information Meeting). We offer the following comments on the U.S. 36 EA/Corridor Study for your consideration prior to finalizing the U.S. 36 EA/Corridor Study.

Under our authority at §309 of the Clean Air Act (CAA) and the National Environmental Policy Act (NEPA) we will review the forthcoming NEPA document [i.e., EA or Environmental Impact Statement (EIS)] to ascertain the proposal's compliance with NEPA. Our review will cover the adequacy of the information contained in the document in the following areas: (1) Purpose and Need, (2) Feasible Alternatives and Alternatives Analysis, (3) Affected Environment, and (4) Environmental Impacts and Mitigation. The future NEPA document must contain a cumulative impacts analysis. The cumulative impacts analysis will aid in determining the level of significance of the impacts on the various resources in the area and help determine the appropriate level of mitigation that should be committed to in the future NEPA document.

Purpose and Need

EPA attended the July 11, 2003, Purpose and Need Inter-agency Coordination Meeting. At the meeting EPA questioned the "Purpose and Need" for this proposal and gave verbal comments (see July 11, 2003, Meeting Minutes) on the *Statement of Purpose and Need - US 36 Corridor/NEPA Study (revised June 2003)* document. In part, we specifically asked that the underlying problem/s be identified and substantiated. We also requested FHWA/INDOT consider the Metropolitan Planning Organization's (MPO) transit study and look at transit alternatives, if appropriate, such as express bus with park-and-ride lots.

The current draft document identifies the following core objectives:

- 1) provide additional system capacity to accommodate the traffic demands of projected (20 year) development patterns, and
- 2) provide additional system flexibility (redundancy).

Recommendation: The future NEPA document for the US 36 (Danville) proposal identify and substantiate the "underlying problem/s" that need/s to be solved, and identify and present a full range of feasible alternatives to be evaluated in the future NEPA document.

Viable Alternatives

The draft document presents the results of investigations into the performance of the Do Nothing and six roadway build alternatives. Two roadway build alternatives:

- 1) North Railroad Alignment, and
- 2) South Railroad Alignment

are identified as the only viable alternatives that meet the draft document purpose and need objectives. We note that the draft document does not indicate that mass transit alternatives were investigated, identified and given preliminary consideration.

EPA understands that the MPO is currently updating their Transit Study.

Concern: The U.S. 36 proposal does not preclude the implementation of any MPO transit measure/s recommended for the Danville, Hendricks County area in future MPO Transit Studies.

Recommendation: Based on the Purpose and Need that is included in the future NEPA document, additional viable alternatives are identified, if applicable, and evaluated [i.e., mass transit alternative/s or a combination of various Transportation System Management (TSM) measures (e.g., express bus service, park-and-ride lots, staggered work hours, etc.) in the NEPA document, and/or viable roadway build alternatives incorporate the transit measures for the Danville, Hendricks County area that are recommended in the MPO's most recent version of their Transit Study.

Preliminary Resource Impacts

The draft document identifies that between 36.6 and 49.7 acres of woodland, 7.4 and 9.1 acres of floodways, and 5.4 to 6.4 acres of wetlands could be impacted. Two to three streams would be crossed. The document does not mention the amount of floodplain that could be impacted. In addition, we understand federal and state protected species may occur in the study area. The loss of 36 to 50 acres of woodland is a substantial loss of valuable wildlife habitat.

Recommendation: The future NEPA document identify all measures that are taken to first avoid impacts, then minimize impacts and finally, compensate for unavoidable impacts to resources of concern. At the least, the future NEPA document should contain an inventory of any high quality or locally and regionally rare habitats or plant communities. This would include woodland areas. A description and the areal extent of each site should be presented in the inventory. Propose mitigation measures for the loss of woodland. Identify floodplains that could be impacted and propose mitigation measures. One such measure that should be considered is bridging across floodplains as well as streams instead of using fill material and culverts. This could help preserve valuable wildlife corridors.

Other Roadway Projects/Cumulative Impacts

We understand that Indiana State Road 39 (SR 39) proposal has been put on hold until the U.S. 36 EA/Corridor Study is completed. SR 39 runs north-south and crosses U.S. 36 in downtown Danville. The SR 39 proposal will most likely contribute to resource impacts.

Recommendation: A cumulative impacts analysis be included in the future U.S. 36 NEPA document that includes, but is not limited to, identification of the impacts associated with other past, present and future roadway projects, including SR 39.

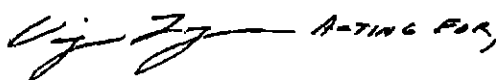
Future NEPA Document

The draft document recommends that EAs be conducted for each of the two viable alternatives.

Recommendation: Based on the cursory information in the draft documents, there appears to be the potential for significant impacts, particularly cumulative impacts, to resources of concern (e.g., woodlands, floodplains, streams, water quality, wetlands, protected species, etc.). An Environmental Impact Statement (EIS) be undertaken for the U.S. 36 Danville proposal.

We appreciate the opportunity to provide these EA/Corridor Study comments. We look forward to reviewing the future NEPA document for the US 36 proposal. If you would like to discuss this letter in more detail, please contact Virginia Laszewski of my staff at 312-886-7501 or email her at laszewski.virginia@cpa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Westlake".

Kenneth A. Westlake, Chief
Environmental Planning and Evaluation Branch

4

cc: INDOT, Division of Preliminary Engineering and Environment, 100 North Senate Ave.,
Room N755, Indianapolis, IN 46204-2249 (Attention: Janice Osadczuk, Chief
and Steve Smith, Project Manager)
USF&WS Region 3, Bloomington Ecological Services Office, 620 S. Walker St.,
Bloomington, IN 47403 (Attention: Scott Pruitt and Forest Clark)
Edwards and Kelcey, 222 E. Ohio Street, Suite 400, Indianapolis, IN 46204-2156
(Attention: James P. Klausmeier, P.E.)



United States Department of the Interior

Fish and Wildlife Service



Bloomington Field Office (ES)
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273

August 4, 2004

Mr. James P. Klausmeier, P.E.
Vice President
Edwards and Kelcey
222 E. Ohio Street, Suite 400
Indianapolis, Indiana 46204-2156

Dear Mr. Klausmeier:

This responds to your letter dated 29 June 2004, providing the U.S. Fish and Wildlife Service (FWS) with the Description and Comparison of Alternatives for the US 36 Corridor near Danville, Hendricks County, Indiana.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

A biologist from the Bloomington Field Office of the FWS attended the agency meeting concerning the US 36 Corridor study on 28 July 2004 in Danville. Based on a review of the Description and Comparison of Alternatives and the information provided during the 28 July meeting the FWS submits the following comments addressing the proposed alternatives under review as part of the U.S. 36 corridor study.

Based on the information provided, the north railroad alignment and the south railroad alignment meet the core objectives of: a) providing additional system capacity and b) providing system flexibility (redundancy). The Description and Comparison of Alternatives recommends conducting Environmental Assessments for both alignments.

Table 1 in the Description and Comparison of Alternatives indicates that the north railroad alignment would impact 7.4 acres of floodway, 6.4 acres of wetland, and 49.7 acres of woodlands. The south railroad alignment would impact 9.1 acres of floodway, 5.4 acres of wetland, and 36.6 acres of woodlands. Especially sensitive areas would include the riparian zone at the proposed crossing of White Lick Creek (and tributaries from the east and west north of the railroad) and East Fork Mill Creek (and its tributary entering from the west). A mature, forested riparian corridor persists along both streams within the proposed project area. The riparian

corridor at East Fork Mill Creek is comparatively wide at the proposed crossing site. Both streams likely support diverse aquatic life in the proposed project area. There also exists mature forest north of the railroad throughout much of the length of the proposed project.

Both of the railroad alignments, however, would occur in the context of the existing urban area of Danville or southwest of the city where new development is currently underway. We feel that the two alternatives proposed for further study, therefore, would have less proximate and long-term negative impacts on fish and wildlife resources than the north, south, or county road alternatives.

Additional discussion concerning SR 39 occurred at the 28 July 2004 meeting. The Statement of Purpose and Need indicates (page 7) that the US 36 Corridor Study will be coordinated with "...concurrent INDOT study of S.R. 39 to improve its north-south alignment through this study area." Based on the existing alignment of SR 39, especially south of Danville, we expect the potential for significant negative impacts to fish and wildlife resources from improvement of the SR 39 north-south alignment. If these two projects are interdependent, cumulative impacts from both should be considered in the environmental review of each project.

ENDANGERED SPECIES

The proposed project is within the range of the federally endangered Indiana bat (*Myotis sodalis*) and federally threatened bald eagle (*Haliaeetus leucocephalus*).

A current record of Indiana bat exists for a tributary of East Fork Mill Creek southwest of the proposed project site.

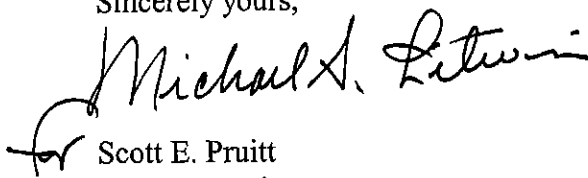
This endangered species information is provided for technical assistance only, and does not fulfill the requirements of Section 7 of the Endangered Species Act.

RECOMMENDATIONS

At this point in the process, we recommend that formulation of specific routes for both the north and south railroad alternatives consider avoidance and minimization of impacts to the aquatic resources and forested riparian zones of White Lick Creek and East Fork Mill Creek and their tributary streams. In addition, we recommend avoidance of blocks of mature forest wherever feasible. We will likely have specific recommendations as detailed information on the proposed project becomes available.

We appreciate the opportunity to comment at this early stage of project planning. Please continue to coordinate with our office as project plans develop. If you have any questions about our comments, call Forest Clark at (812) 334-4261 (Ext. 206).

Sincerely yours,

A handwritten signature in black ink, appearing to read "Michael A. Letwin". The signature is fluid and cursive, with a large initial "M".

for Scott E. Pruitt
Field Supervisor

cc: Federal Highway Administration, Indianapolis, IN
Christie Kiefer, Indiana Division of Fish and Wildlife, Indianapolis, IN
Manager, Environmental Assessment, INDOT, Rm N848, Indianapolis, IN
Virginia Laszewski, EPA Off. of Strategic Env. Analysis, 77 W. Jackson Blvd., Chicago, IL
60604-3590

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Water**

Early Coordination/Environmental Assessment

DNR #: ER-10295-1 **Request Received:** July 1, 2004

Requestor: Edwards and Kelcey
James P Klausmeier, PE
222 East Ohio Street
Suite 400
Indianapolis, IN 46204-2156

Project: US 36 Corridor Study, Danville

County/Site info: Hendricks

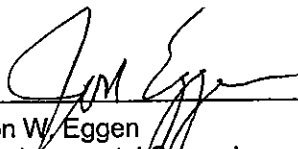
The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

Natural Heritage Database: The Natural Heritage Program's data have been checked. To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: The two railroad corridor alignments are routed through previously disturbed or currently developing urban areas within the Danville area. The other proposed alignments would impact relatively undisturbed areas, particularly riparian corridors, associated with the many stream crossings required. The two railroad alignments drastically reduce the number of new stream crossings required. Both railroad alignments have advantages and disadvantages. The northern alignment appears to have fewer impacts on stream and riparian habitat (floodways) but has the most significant impacts to upland forest habitat. The southern alignment appears to have greater impacts to floodways and will also require the construction of a temporary railroad bridge over White Lick Creek. The northern alignment would have the fewest impacts to fish, wildlife, and botanical resources.

The corridor study should proceed with the development of more specific route and impact information for the two railroad alignments. Environmental impacts should be further reduced to the greatest extent possible. Unavoidable impacts should be mitigated.

Contact Staff: Christie L. Kiefer, Environ. Coordinator, Environmental Unit
Our agency appreciates this opportunity to be of service. Please do not hesitate to contact the above staff member at (317) 232-4160 or 1-877-928-3755 (toll free) if we can be of further assistance.



Jon W. Eggen
Environmental Supervisor
Division of Fish and Wildlife

Date: September 10, 2004



DEPARTMENT OF THE ARMY
U.S. ARMY ENGINEER DISTRICT, LOUISVILLE
CORPS OF ENGINEERS
INDIANAPOLIS FIELD OFFICE
9799 BILLINGS ROAD
INDIANAPOLIS, INDIANA 46216-1055
FAX: (317) 532-4228
<http://www.lrl.usace.army.mil>

July 19, 2004

Operations Division
Regulatory Branch (North)
ID No. 200400889-aka

Mr. James P. Klausmeier
Edwards and Kelcey
Vice President
222 East Ohio Street, Suite 400
Indianapolis, Indiana 46204

Dear Mr. Klausmeier:

This is in regard to your letter received July 6, 2004 requesting our review of the Description of Comparison of Alternatives for the U.S. Highway 36 Corridor Project located in Danville, in Hendricks County, Indiana.

We have completed our review of the summary documents that identify the study area and alternatives for consideration. Seven alternatives were evaluated using two core objectives outlined in the purpose and need statement. Of these alternatives, two were determined to meet the core objectives, the North Railroad Alignment (NRA) and the South Railroad Alignment (SRA).

Our review of this document is limited to effects the project may have on West Fork White Lick Creek, East Fork Mill Creek, tributary streams, and any adjacent wetland areas. The summary report identifies that both of the preferred alternatives contain potential "waters of the United States," including adjacent wetlands. In general, we would like to note that all "waters of the U.S." including wetlands that would be impacted by the project would need to be delineated in accordance with the Corps of Engineers 1987 Wetland Delineation Manual. Although your report does not specifically identify such impacts, the consideration of alternatives relative to the purpose and need for the project may become necessary should the project impact any special aquatic sites.

Regardless of the chosen alternative, it appears that in all likelihood, this project will impact some wetland areas as well as riffle and pool complexes within stream channels.

These waters are classified as special aquatic sites. This is found in the Federal Register 40 CFR 230.10. Should any of the alternatives considered require the need to discharge dredged or fill material into "waters of the U.S.," including any adjacent wetlands, authorization pursuant to Section 404 of the Clean Water Act (CWA) would be required.

If you have any questions concerning this matter, please contact this office at the above address, ATTN: CEORL-OP-FN or call Ms. Amy K. Sharp at (317) 532-4198. Any correspondence on this matter should refer to our ID Number 200400889-aka.

Sincerely,

A handwritten signature in cursive script that reads "Amy K. Sharp".

Amy K. Sharp
Project Manager
Regulatory Branch

Sharp/OP-FN/genpurp.wp.AG *ACS*